



PSDiver Monthly

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Greetings,

I do not know how many of you follow the stock market. I try and am counting on one of my option plays to hit well enough to let me retire a few years earlier than I originally planned. Don't get me wrong, I am not blindly gambling, I have studied the markets quit a bit. So far, with what I have learned, I can tell you how you can make a fortune in the stock market playing Call Options. Do exactly the opposite of what I do and I can give you a 90% guarantee that you will make money. I admit that I have yet to find a real winner. One of these days ...

The energy requirement of nations is increasing and oil prices are skyrocketing. The cost of food, hard and soft goods are directly related to the cost of oil. We are seeing airlines reduce their aircraft inventory and eliminate routes. At the same time they are adding to the cost of airfare by increasing the ticket costs and adding extra surcharges for baggage and other extras.

The cost to get from one place to another has risen because the cost of fuel has increased. American auto makers are hurting and closing plants. Small gas stations are going out of business. Small family owned stores are

starting to reduce inventories because they cannot afford the costs of doing business. In the South, electric bills are almost double what they were last year because energy costs have gone up so much.

Fuel costs are continuing to go up and it is affecting almost every part of our day to day lives. Food costs are going up. Look around in the grocery store next time you are out shopping and look at the shelves. The last time I checked here, about 20% of the shelves were empty. Volunteer and professional fire departments are already starting to exceed their 2008 annual budgets because fuel costs have risen so dramatically. Some VFDs may not be able to continue to exist. Police and Sheriff Departments are experiencing the same issues and have to adjust. Where there used to be two patrol cars now there might be one patrol car with two officers.

As a whole, we are not traveling as much or as far as we did just a year ago. At four bucks a gallon, it is almost cost prohibitive for us to do much vacationing if it involves driving. We are a nation of comfort drivers. We need room for our stuff and we want to carry it in comfort.

In the European countries I have visited, smaller cars are much more common. But then again, fuel is sold by the liter and a liter of gasoline is about the same cost as a gallon of gasoline is here. We are starting to catch up.

What this means to me – and this is just my own observation and opinion – is that we are going to start parking our SUVs, large pick up trucks, conversion vans and other assorted gas guzzlers and start looking for more economical transportation.

So what happens if someone cannot afford gas OR the car payments? They have a vehicle that they cannot afford to drive, their cost of living has risen and they have a car note that is getting increasingly hard to cover. I suspect that we are going to start seeing an increase in “stolen vehicles”.

It has been my observation over the years that vehicles come up missing in just a few ways:

- The vehicle is really stolen by a person or persons unknown.
- The vehicle is left prepared to be stolen by a person or persons unknown. Personal items are usually removed, windows are down, doors unlocked and keys are left in the seat or in the ignition – but in plain sight.
- The vehicle is reported stolen after it has been hidden and burned.
- The vehicle is reported stolen after it has been driven into a body of water.

This last scenario is what we need to become more aware of over the next months. How do we know WHY a vehicle is in the water? Is it necessary for us to know? As a dive recovery team, should we even be concerned?

I like to consider that we are all familiar with the realities of zero visibility diving. If you have clear water the job of a PSD is so much easier. But zero visibility is an obstacle that has to be overcome. Because we did not see the vehicle enter the water, we will have no idea why it is there. In zero visibility, we will not be able to see it to even make a guess. As the recovery team, we MUST be concerned about how the vehicle is recovered. All you have to do is ask “How do we know there is not a body in the trunk or body parts stuffed in a suitcase in the back seat? ” to make the recovery technique a priority.

However, I suspect and predict that in the coming months we will see an increased number of “stolen cars” that will be eventually discovered underwater. These will be insurance fraud disappearances. Folks will not have the ability to buy the gas or the desire or ability to pay the monthly note. They may feel their only recourse is to make the vehicle disappear. So, prepare yourselves and spend some extra time training on auto recovery.

If I am even a little bit right, it could prove to be a busy summer.

Stay Safe,
Mark Phillips
Editor/Publisher
PSDiver Monthly

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SPECIAL to PSDiver Monthly



A to Z Grantwriting
with Linda Vallejo

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“Now is the time to diversify your funding base!”

Today, the most successful organizations, agencies, and institutions have learned how to diversify their funding base by combining grants and donations from multiple funding sources.

As government-funding sources decrease, now is the time for you to double your fundraising efforts by reaching out to foundation, corporate, local business, and individual donors for additional support. *Diversify! Diversify!*

If your agency is presently implementing a program that is funded by a government source you can match those government dollars with foundation and corporate funds. Contact your government funding source directly to ask what percentage of your original award can be matched with foundation and corporate funds. Each government agency will have a specific policy regarding matching dollars.

Remember, no single foundation or corporate funder will provide all of the funds needed to support any given program or project. Funders will expect that you will gather a “team of diverse funders” to support your program effort. Each potential funder will be interested in a specific and limited area of your proposed program. One funder may be interested in supporting meeting materials, equipment, or transportation, as examples, while another may be interested in printed materials or an evaluation component.

If you are successful in diversifying your funding sources and raise double the funds needed to support a program, you can double the number of communities impacted by the program or use the extra funds to repeat the program in the following season or fiscal year. If you do not receive all the funds needed to implement the program, you can shorten the time-period for the program, or impact a smaller number of communities.

Remember, foundation and corporate funders are accustomed to working with organizations as they work to raise the funds needed. It is always best to notify them well in advance of any special situations or problems regarding the implementation of the proposed program.

The A to Z Grantwriting System has been developed with this important idea in mind! Now is the time to diversify your funding base by establishing a grantwriting campaign to approach a wide variety of funding sources including government, foundation and corporate donors to build and expand your base of support.

Here are some resources that I hope will be helpful. In order to research these foundation and corporate funding sources you should plan a visit to the Foundation Center Cooperating Collection Research Library. A list of libraries can be found under at <http://foundationcenter.org/collections/>. These libraries provide free publications, resources and services for agencies looking for grant opportunities. The library also provides a librarian to help you in your search as well as free grantwriting workshops and seminars.

Best of Luck in all your efforts!

NATIONAL FIRE DEPARTMENT RESOURCES AND FUNDERS

The United States Fire Administration -

<http://www.usfa.fema.gov/grants/>

Fire Assistance Grant -

<http://hcs.osu.edu/ODNR/Fire/pdf/vfa1.pdf>

Fire Chief Gateway -

<http://industryclick.com/advsearchresults.asp?qry=grants&SiteID=26&MagazineID=157&CodeID=&selectSearch=mag%3B157>

Chief Grants -

<http://www.chiefsupply.com/grants/?adwords>

The United States Fire Administration -

<http://www.usfa.fema.gov/grants/>

Fire Assistance Grant -

<http://hcs.osu.edu/ODNR/Fire/pdf/vfa1.pdf>

CALIFORNIA DISASTER, SEARCH AND RESCUE AND FIRE DEPARTMENT FOUNDATION FUNDERS WITH LOCATION, AND ANNUAL GIVING

- The Angell Foundation, Los Angeles, CA \$2,372,900
- Borchard Foundation, Inc., Albert & Elaine Woodland Hills, CA \$848,916
- Cisco Systems Foundation San Jose, CA \$9,306,387
- The Clorox Company Foundation, Oakland, CA \$4,769,806
- The Crebs Family Foundation, Las Vegas, NV \$147,195
- GEICO Philanthropic Foundation Chevy Chase, MD \$3,820,875
- Glendale Community Foundation Glendale, CA \$286,795
- Lilly's Gift Foundation MacDoel, CA \$142,000
- Los Altos Community Foundation Los Altos, CA \$929,378
- The Simon Charitable Foundation, The Indianapolis, IN \$2,584,938
- Slager Sunset Foundation, Donald M. Bishop, CA \$141,350
- United Airlines Foundation Chicago, IL \$1,066,005
- Ventura County Community Foundation Camarillo, CA \$7,965,914
- The Vons Charitable Foundation, Los Angeles, CA \$904,369
- WD Foundation Lake Forest, CA \$492,000

**JOIN US FOR AN UPCOMING A TO Z
GRANTWRITING SEMINAR or WORKSHOP**

- **A to Z Grantwriting 3-Day Intensive Seminar,
October 6, 7, and 8, 2008, Hacienda Hotel and
Conference Center LAX, Los Angeles**
- **A to Z Grantwriting 101, 1-Day Workshop,
Saturday, November 8, 2008, Loyola Marymount
University, LMU Extension**
- **A to Z Grantwriting 1 and 2 Day Training
Workshops available for non-profit
organizations, institutions, and agencies, and
their partners**

FIND seminar, workshop and training workshop details
and fees, evaluations, and registration at
www.atozgrantwriting.com

***A to Z Grantwriting will be providing three
newsletters to help you along in the process!***

Linda Vallejo has over **twenty-five years experience**
as a grantwriting instructor, grantwriter, and consultant.
As a professional grantwriter, she has raised more than
\$30 Million from government, foundation, corporate,
and individual funding sources for diverse clients across
the nation. As a grantwriting instructor, Ms. Vallejo has
taught over **30,000 students** in the past 10 years.

Auto Theft or Insurance Fraud?

By Mark Phillips

Fuel prices and transit ridership are both on the rise. This month it was reported in the news that Americans drove 1.4 billion fewer highway miles in April of 2008 than in April 2007.

Fuel costs are going up and that is driving up the cost of almost everything we use and eat. Unfortunately, wages are not keeping pace and layoffs are becoming more and more common as industry and business labor to reduce their operating costs. According to the Bureau of Labor Statistics, (<http://www.bls.gov/news.release/pdf/mmls.pdf>) *from January through May 2008, the total number of mass layoff events (seasonally adjusted), at 7,615, and initial claims (seasonally adjusted), at 783,942, were considerably higher than in January - May 2007 (6,325 and 650,605, respectively).* This means more folks are without jobs at a time when the cost of living is changing significantly higher.



As things worsen, for some of those folks desperation will force some to do things they would not consider doing in better times. I foresee insurance fraud relative to automobiles, motor homes and similar debt vehicles becoming more common.



According to the FBI's Uniform Crime Reports in 2006 1,192,809 motor vehicles were reported stolen. Only 12.6 percent of thefts were cleared by arrests in 2006.

The Insurance Information Institute estimates that fraud accounts for 10 percent of the property/casualty insurance industry's incurred losses and loss adjustment expenses or about \$30 billion a year.

Insurance fraud may be classified as "hard" or "soft."

Hard fraud is a deliberate attempt either to stage or invent an accident, injury, theft, arson or other type of loss that would be covered under an insurance policy. (<http://www.iii.org/media/facts/statsbyissue/fraud/>)

According to the NICB, one of the most common car theft fraud schemes is Owner Give-Ups.

Owner Give-Ups: The vehicle owner lies about the theft of his vehicle and then orchestrates its destruction to collect insurance money. He claims his vehicle was stolen, but then it is found burned or heavily damaged in a secluded area, submerged in a lake, or in extreme cases, buried underground.

The Insurance Information Institute defines fraud: <http://www.iii.org/media/facts/statsbyissue/fraud/>

Fraud

Insurance fraud is a deliberate deception perpetrated against or by an insurance company or agent for the purpose of financial gain. Fraud may be committed at different points in the insurance transaction by applicants for insurance, policyholders, third-party claimants or professionals who provide services to claimants. Insurance agents and company employees may also commit insurance fraud. Common frauds include "padding," or inflating actual claims, misrepresenting facts on an insurance application, submitting claims for injuries or damage that never occurred, and "staging" accidents.

Insurance fraud may be classified as "hard" or "soft." Hard fraud is a deliberate attempt either to stage or invent an accident, injury,

theft, arson or other type of loss that would be covered under an insurance policy.

But, how do **WE** know if a vehicle is underwater because of theft, accident or fraud? Unless we saw it go underwater or put it there ourselves, we don't. More importantly, it is **NOT OUR JOB** to determine!



Too often dive teams seem to lose perspective of what they are doing and why. In a vehicle recovery, it is our job to locate, document, preserve and recover the vehicle. We are not trained or equipped to determine if a vehicle was stolen and dumped or dumped by way of fraud.

Our job is to pick up and preserve the pieces of the puzzle – not put it together.



The documentation offered by the dive team has the ability to show the condition of the vehicle as it sits prior to recovery.

Damage to the vehicle can be documented. The position of the windows, doors, locks and gear shift can be noted. The condition of the bumpers, head lights, tail lights, windshields and trunk lid can be documented as well. Each possible bit of information collected concerning the vehicle that is recorded becomes another piece of a puzzle.

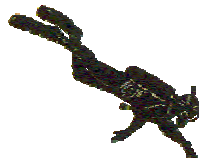
If we are lucky, the puzzle is simply an abandoned vehicle and the pieces we collect go together easily. When it gets intense is when a body or skeletal remains are found. The quality of work that was performed prior to the recovery will make an extraordinary difference in how the puzzle ultimately comes together.



The dive teams responsible for underwater recovery must become more and more proficient at documentation. Without the pieces we collect, the puzzles may not be solved.

Obviously there is much more to this .If you would like to discuss this in a moderated group format [CLICK HERE](#) and join us at the PSDiver Public Safety Diver Forum or copy and paste this URL in your browser window.

<http://groups.yahoo.com/group/PSDivers-PublicSafetyDiversForum/>



PSDiver News

Skull discovery may be linked to missing Englishman, says mother

<http://www.telegraph.co.uk/global/main.jhtml?xml=/global/2008/06/05/swister2.xml>
05/06/2008 by Malcolm Curtis

Bodily remains recently found in the Arve River near Geneva may belong to a British army cadet officer who disappeared more than three years ago, his mother believes.

In an interview with Swisster she expresses her frustration in trying to find out what really happened to her son. The recent discovery of a skull and spine in the Arve River near Geneva holds the promise of bringing final closure for an English couple who lost their son.

But Sally Perrin said she is both puzzled and frustrated about not having been contacted by authorities about the find. Perrin's son, Blake Hartley, disappeared under mysterious circumstances on Aug 8, 2004, two days after his 25th birthday.

Hartley was a cadet-officer from the Royal Military Academy at



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Sandhurst who was undergoing training near Chamonix, further upstream, when he went missing. "I'm puzzled that they can't put two and two together," said Perrin of the latest find. "It seemed obvious to me that it must have been Blake."



Blake Hartley, disappeared under mysterious circumstances on Aug 8, 2004

It was only when she was contacted by Joseph Dancet, a retired French engineer, that she learned of news reports that appeared last week about the skull.

Dancet, a 73-year-old resident of Vougy, near Bonneville, has taken a personal interest in the Hartley case after conducting his own searches. Against all odds, last January he found a femur bone in the Arve River, 60 kilometres downstream from where Hartley vanished. Forensic tests concluded that the bone belonged to the missing cadet. "It was like finding a needle in a haystack," Perrin said in a telephone interview with Swisster from her home near Shrewsbury, England. A French police diver found another bone, which also matched Hartley's DNA.



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The discovery of these two bones allowed Hartley's family to hold a funeral service recently, more than three and a half years after he disappeared. Dissatisfied with official efforts by

the British Army and French police to find out what had happened to her son, Perrin launched a website and made repeated trips to France in a search for clues. On the last day he was seen, Hartley had been on a night out in Chamonix with fellow cadets. He returned with a colleague to the military camp where they were staying near the Arve River around 4 am, Perrin said.

The colleague said Hartley stated he did not recognize the camp and disappeared into the garden attached to a home nearby, she said. He was never seen again. Perrin acknowledges the pair had been drinking "a reasonable amount but it was over a period of 10 hours."

She does not know how he could have drowned in the river, noting he was a strong swimmer but also very knowledgeable about the risks of white water rapids. The available evidence "just doesn't stack up," she said. Perrin is now waiting to hear from the British vice-consul in Lyon for further news of the investigation. Geneva

cantonal police have not ruled out the possibility the skull could be Hartley's.

It is currently being analysed by forensic scientists. Philippe Cosandey, Geneva police spokesman, said for the moment it is not known whether the remains are those of a man or woman or whether the skull was somehow detached from the rest of the body.

This article is taken from [Swisster.ch](http://www.swisster.ch): An Anglophone Online Daily

Windstream to the rescue: Company donates fire equipment

<http://www.chroniclet.com/2008/05/30/windstream-to-the-rescue-company-donates-fire-equipment/>

5/30/08 Melissa Linebrink | The Chronicle-Telegram

COLUMBIA TWP. — Thanks to Windstream Corp., the Columbia Volunteer Fire Department now has several new pieces of life-saving equipment worth \$3,000.

On May 15, Windstream employees delivered two flotation buoyancy control devices, two redundant air supplies, two rescue harnesses and smoke



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detectors to Columbia Fire Chief Ray Anthony.

The supplies were purchased from Ron Westmoreland of Safety Service Divers in Amherst.

According to Elyria Windstream area manager Steve Spence, the donation was part of Windstream's third annual Green Truck Tour, which travels to 16 states throughout the United States spreading community donations and safety messages.

This year, the company is donating \$200,000 in police and fire equipment to more than 90 communities. "Windstream recognizes the importance of police and fire personnel and other groups and organizations that serve our communities," Spence said. "As part of our annual Green Truck Tour, we make it a point to donate items that these departments need but may not be able to purchase because of budget constraints."

This month in Ohio, Windstream has donated security systems to Goodwill Industries in Ashtabula, dictionaries and school supplies to an elementary school in Newark, automatic electronic defibrillators to the Hudson Fire Department, and dive and rescue equipment to the

Columbia Fire Department. The tour will be back in Ohio in July to make another round of donations, Spence said. Anthony said the donations came at just the right time. "We had a smoke detector program at one time, but we lost funding for it," he said.

As for the water rescue equipment, Anthony said there are a lot of ponds in Columbia, where a life-saving situation would require the use of the dive rescue materials. But more importantly, the Columbia Fire Department is part of the Lorain County Dive Team. In 2007, the three volunteer firefighters who are certified rescue divers from the Columbia Fire Department were called to assist the Lorain County Dive Team twice. "The new equipment opens doors for us to help other counties," Anthony said. "And we can help counties without a dive team."

Currently, the Columbia Fire Department assists with rescue dives in Lorain, Cuyahoga and Medina counties.

According to Anthony, this is the first time the Columbia Fire Department received a donation from Windstream. "They just wanted to make a donation. We operate by a fixed levy income. This could not have come at a better time for us," he said.

**"PSDiver –
 A Textbook for
 Public Safety
 Diving"
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Police drag river for murdered man's phone

<http://canberra.yourguide.com.au/news/local/news/general/police-drag-river-for-murdered-mans-phone/780589.aspx>

31/05/2008 BY NOEL TOWELL, POLICE REPORTER

Police divers were back in the Queanbeyan River yesterday, searching for clues to the murder of Danny Ralph. Federal police divers failed to find the main target of the search, the mobile phone the victim was seen using on the night of his death.

Detective Inspector Shane Box of Monaro local area command said the divers were searching a wider area of the river than was first scoured after Mr Ralph's murder in the early hours of March 29. "We're looking for any personal belongings of Mr Ralph's or anything that may assist in our inquiries," Inspector Box said. "In particular, we're looking for a mobile phone that witnesses confirmed was used by Mr Ralph on the evening he was last seen alive."

A post-mortem examination indicated the 46-year-old died as a result of an assault, but Inspector Box would not confirm whether a weapon had been used. Officers



took several items from the Mugga Lane Tip after searching the dump after the killing.

Mr Ralph was last seen alive at 3am on Saturday, March 29, at his workplace, the Royal Hotel, on Monaro Street. Police launched their investigation after blood was found on the Queanbeyan suspension bridge at 9am that day. The dimly-lit river crossing was on the pub worker's regular route home.

Queanbeyan detectives, backed by NSW homicide squad officers, want to speak to anyone who was in or around the Royal Hotel in the early hours of March 29. They also want to hear from anyone who witnessed an altercation involving Mr Ralph between Monaro Street and the bridge after 3am.

Mr Ralph had been a well-known figure in local pubs since he moved to Queanbeyan in the mid-1990s. He had worked for several years as a jack-of-all-trades at the Royal but would often have a beer at other Monaro Street pubs.

Mr Ralph separated from his wife, the mother of four of his children, several years ago. He had another child from a subsequent



relation-ship. Anyone with information should contact Queanbeyan Police or Crime Stoppers.

Seven die fighting for air

http://www.news24.com/News24/South_Africa/News/0,,2-7-1442_2333632_00.html

02/06/2008 Karen Ebersohn

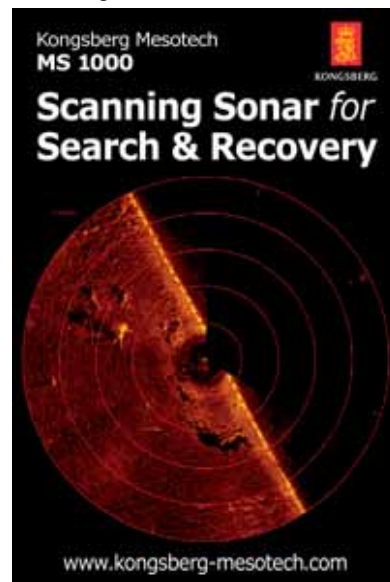
Fouriesburg - Seven men going to a meeting struggled desperately, but in vain, to escape when their car landed in the Oothi River next to the road.

Police divers said one could see how the men had struggled fiercely to free themselves from the car under the water. "One could clearly see how the men had all moved to one part of the vehicle," they said.

One victim had a cellphone in his hand - possibly trying to call for help. The divers freed the bodies of the seven men who came from farms near Fouriesburg.

The seven were Mbotjhwa Tshabalala, Dikotsi Radebe, Molahlehi Mofokeng, Kolozi Mofokeng, Simon Mofokeng, Teboho Maloka and Maketsi Maloka.

They presumably drowned in



the car between 21:30 and 23:00 on Saturday near Mashaeng informal settlement, about 6km from Fouriesburg.

Some were related

The men, aged between 25 and 35, were on their way to a stokvel meeting. The driver, Tshabalala, had been hired by the other six, who were farm workers. The three Mafokengs were related and the two Malokas were brothers.

The vehicle in which they had been driving was spotted only many hours later on Sunday morning by a passer-by. Sergeant Mmako Mophiring said police from Fouriesburg and police divers from Bloemfontein were called.

The police divers said the vehicle had been lying on the river bed and only had two wheels sticking out of the water. The divers tried in vain to open the vehicle and had to call in a towing service. "Only after the towing service got the car out of the water, were we able to discover how many people were in the car," said a member of the emergency services.



The vehicle was opened and all seven men were found on the back seat.

RELATED ARTICLES:
[Car, bodies found in river](#)
[Death bus 'had gear problems'](#)
[Bus-crash bodies brought out](#)
[Passengers still trapped in bus](#)

Body found in Mad River

<http://www.springfieldnewssun.com/n/content/oh/story/news/local/2008/06/10/sns061108body.html>

June 11, 2008 By [Emanuel Cavallaro](#)

PHOTOS: [View photos from the scene](#)
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SPRINGFIELD TWP. — Two men found a decomposing body in a Springfield Twp. river just before 4 Tuesday afternoon. The men were walking in the woods when they spotted the body on the south bank of the Mad River. One

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of them, Spencer Mundy, 21, said the body was located about a mile from his father's house.

Investigators believe the body is that of a female, said Chief Deputy David Rapp, who later added that the sole article of clothing found on the body was a bra.

It took more than three hours for the Clark County Underwater

Recovery team to extricate the corpse. A swift current, deep water and cliffs on either side of the location hampered efforts to recover the body, which was partially submerged and caught in tree branches, Rapp said.

Mundy speculated that it had been carried there by recent flooding. "I went down to that same spot about a week ago and she was not there," he said.

In an effort to identify the body, the sheriff's office is working with investigators from the Springfield Police Division and other agencies to find any missing persons reports that may match, Rapp said.

It is unclear if the person drowned or if the body was dumped in the river, Clark County Prosecutor Stephen Schumaker said. The sheriff's office is treating the investigation as a homicide.



The body of a partially decomposed female is brought up through the backyard of a house on Dayton Road after being extricated from Mad River Tuesday, June 10, 2008, by the Clark County Sheriff's Department and an underwater recovery team.

Car And Body Found In River - Cops are searching the Hudson River for a car that may have fallen in.

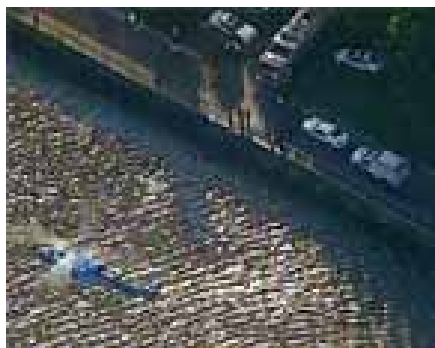
<http://www.myfoxny.com/myfox/pages/News/Detail?contentId=6752739&version=9&locale=EN-US&layoutCode=TSTY&pageId=3.2.1>

Thursday, 12 Jun 2008

New York Police Department divers located a car in the Hudson River with a body inside. Police have been on the scene at West 96th Street and Riverside Drive since about 6:30 a.m. Cops say someone called and said they saw a damaged guard rail and tire skid marks.



NYPD helicopters and boats searched the waters for about three hours when the car was found. Police divers plan on removing the car and the body once the tide recedes or sometime after 1 p.m.



The car and body will be taken to the 79th Street Boat Basin.

Fire crews to get flood rescue training

http://www.oxfordmail.net/news/headlines/display_var.2338283.0.fire_crews_to_get_flood_rescue_training.php

12th June 2008 By Matt Wilkinson

Every firefighter in Oxfordshire will be trained to save the lives of people trapped in floodwater. Chief firefighter John Parry, the highest ranking officer in the county, has ordered all 550 crew members to take the training because Oxfordshire has been hit by floods three times in the past year.

Today the Chief Fire Officers' Association warned of a national shortage of trained flood rescue crews and urged the Government to step in and create a national standard. Mr Parry said Oxfordshire's firefighters would be trained in water rescue - despite the Government not handing fire crews the legal obligation to carry out life-saving operations in flooding. But he feared some fire services did not have the necessary equipment, and could become reliant on other counties in times of flooding - further stretching resources.

Oxfordshire County Council has made £200,000 available to train all its firefighters - including new recruits - in



specialist water rescue. The money would also provide flood crisis kit for every fire crew - including new dry suits, inner suits, helmets, hose inflation kits, wading poles, megaphones and life jackets. The fire and rescue service already has three inflatable rescue dinghies.

Last week, Max Sullivan-Webb, 17, died in raging flood water in Witney, despite the efforts of firefighters and paramedics. Max's 16-year-old friend Daniel Martin was rescued. Emergency services were praised for their work. The training plans were proposed before the tragedy. Mr Parry said: "There should be an emergency service with statutory responsibility. It makes sense for it to be the fire service. "We will continue to improve our equipment and training in Oxfordshire to our own standard. But if we have a common expectation from the Government, and statutory responsibility to fulfil it, the whole operation will come together far easier."

Water rescue training for all county firefighters will be completed by March. Witney MP David Cameron said: "Firefighters are doing a fantastic job in often very tough circumstances."

"If they need more help with this kind of training, then it should be made a priority."



**Issue 51
Winter 2007/2008**

**Dive - Avoiding Delta P
K9 SAR & Autistic Victims
SAR Search Theory Part 2
Over the Edge Extrication
Gear Reviews & MORE!**

<http://t-rescue.com>

Police say victim called 911 before he was found in car in Thornapple River

http://blog.mlive.com/grpress/2008/06/victim_called_911_as_car_drift.html

June 12, 2008 [Dave Odette and John Agar | The Grand Rapids Press](#)

CASCADE TOWNSHIP -- State police received four cell-phone calls that they believe came from a 57-year-old man whose body was later pulled from a car found drifting this morning in the Thornapple River.



Press Photo/Dave OdetteThe car is secured to the river bank after the vicim was removed this morning

Sgt. David Kok, of the Kent County Sheriff's Department, said state police received the first call at 4:04 a.m. He said the calls indicated that something had happened but didn't say exactly what or where and didn't say anything about the car being in the water. "We believe it (the caller) was the occupant of the vehicle, but we don't know for sure," Kok said.

State police used global-positioning equipment to hone in on the car's location and dispatched emergency personnel. The car, a rented 2007 Chrysler, was found at 4:34 a.m., near 2715 Thornapple River Drive, Kok said, adding that the victim is not a local resident.



Press Photo/Lori Niedenfuer
CoolA tow truck lifts the car out of the Thornapple this morning.

Only 6 inches of the car's roof was visible when rescuers found it, said John Shipley, deputy chief of the Cascade Fire Department. Rescuers launched boats to reach the car and removed the victim through a window. Shipley said he was told that the victim went off Thornapple River Drive, near Cascade Road. Kok said police believe the victim was heading south on Thornapple, and the car was found 200



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yards from where it entered the water.

Skid marks were found near where the car is believed to have entered the river, but Shipley said there was no evidence that driver hit anything. The car got hung up on a rock or it would have drifted farther, Shipley said. "The current's a big factor," he said. "This is the highest the Thornapple has been in recent years."

Divers weren't sent into the water because of the strong current, Kok and Shipley said. Instead, firefighters were secured and retrieved the body at 5:08 a.m., Shipley said.

Two boats, from the Cascade and East Grand Rapids fire departments, connected a strap through the car's side windows. Personnel then connected that strap to a tow truck chain and pulled the car to shore, lifting it over the retaining wall.

The medical examiner is on the scene. Authorities are trying to notify relatives of the victim.



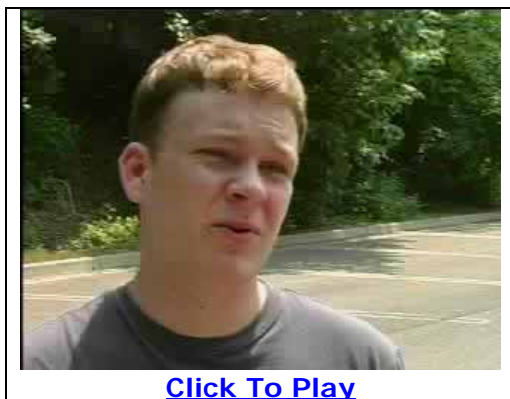
Man Drowns in Ithaca's Fall Creek

(VIDEO) <http://www.weny.com/News-Local.asp?ARTICLE3864=8139646>

June 13, 2008 Ted Fioraliso

ITHACA -- It happens almost every year. Another person has died in the Fall Creek gorge in Ithaca. This time, a young man drowned while swimming with a friend.

Police say 18-year-old Douglas Lowe of Connecticut went under as he was preparing to get out of the water. It happened around 6 p.m. Thursday under the suspension bridge near the Cornell campus. After Ithaca Police and Fire were unable to locate Lowe, they called in the New York State Police Dive Team.



[Click To Play](#)

Divers found Lowe's body about three hours later in 15-to-20 feet of water. Cornell students who live nearby saw the recovery. They say something needs to be done so that it doesn't happen again. "Somebody dies almost every single year. And it's just tragic that people don't learn from these mistakes. You walk down that path and

it's literally memorials for people as you walk down," said Cornell senior Frank O'Hara.

"It could have been prevented, and it could've been dealt with better. And there are things that can be done now other than some police showing up and encouraging people to leave," said alumnus Jonathan Knapp. You're not supposed to be down there, yet it's a popular swimming hole. Friday, we saw a lot of people still swimming in the area where Lowe drowned. Ithaca Police stopped by to warn them.

Ithaca's Fire Chief Brian Wilbur says officials set up a gorge safety task force after the last time someone drowned. They posted warning signs, but Wilbur says vandals have taken them. He says the task force is going to step up their efforts to educate people about the dangers of swimming in the gorge.

Firefighters dive in to practice water rescues

Crews preparing for more calls in summer months

<http://www.myrtlebeachonline.com/news/local/story/487258.html>

Jun. 15, 2008 By Patrick Donohue - McClatchy Newspapers

Bobbing in the open water, waiting for help, Lady's Island-St. Helena firefighters got a taste Friday of what



it's like to be a victim in one of the many water rescues they'll likely make this summer. "If you let yourself think about what's underneath you, it can be a little scary," said Capt. Will Vaigneur.

The firefighters practiced water-based rescues at Wallace Landing on St. Helena Island as the district prepares for the start of summer and the rush of water-rescue calls sure to come their way. The district is responsible for more than two dozen waterways, including open-ocean access points on Hunting and Harbor islands.

Already this month, the district has run more than a dozen calls for lost swimmers and swimmers in distress, and with summer still to come, call volumes are not likely

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to subside, said Lee Levesque, district spokesman. "It's that time of year," he said. "When you have a million people going to Hunting Island, you have a million more chances of something happening, and we've got to be ready."

Using two personal watercraft, firefighters raced to a fellow fireman posing as a victim and rescued him using a flotation basket that is pulled behind the watercraft. The annual training is mandatory for all district firefighters. The

district employs more than 70 firefighters, including volunteers.

Rescue divers for the Beaufort Fire Department and the Burton Fire District undergo similar training. In addition to practicing techniques used to make water-based rescues, the training also helps firefighters get a feel for the currents and tides that can complicate rescues. "The current is one of our biggest issues out here," Vaigneur said. "People get in trouble out there, and if it's strong enough, you can't fight against it. Familiarizing yourself with the tides can definitely be beneficial to making a good rescue."

During the training, firefighters investigated surrounding creeks and rivers to look for sandbars and other newly formed navigational hazards that could hinder response time in the event of an emergency, said Lt. Rob Morgan.

As is the case in fighting structure fires, Morgan said communication between firefighters is crucial. "You've got to be on the same page," he said. "Once you get out there to rescue the victim, the rescue is fairly quick. You always have to communicate. It doesn't get any bigger than that." The fire district hasn't been called to a single



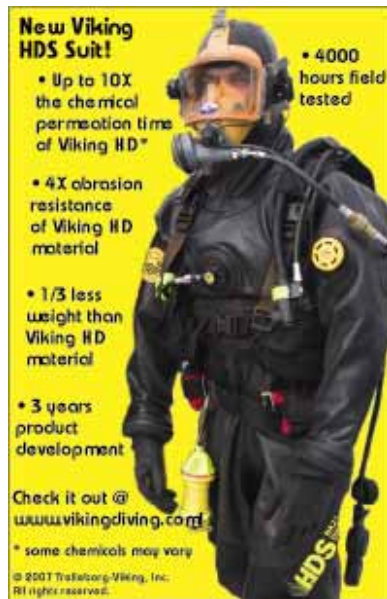
drowning this year, but getting anyone at the district to acknowledge that fact can be tricky, Levesque said. "We're a superstitious bunch."

Scuba diver killed by ship's propeller blades in Sharjah

<http://www.gulfnews.com/nation/General/10221815.html>

June 17, 2008 - Staff Report

Sharjah: A scuba diver working on a ship at Hamriya Port was killed while checking the ship's engine.



The engineer was unaware that the scuba diver was working and switched on the engine, causing the scuba diver to get caught between the propeller blades.

Police were unable to find most of the body parts and gave up the search after three days.

The people involved in the incident were arrested, including an engineer and two assistants, who claimed that it was an accident and that they had no intention of killing him.

Diver risks life for man

<http://news.communitypress.com/apps/pbcs.dll/article?AID=/20080617/NEWS/306170001>

June 17, 2008 BY JEANNE HOUCK

LOVELAND - Sheriff Deputy Larry Henderson dived into the flooded Little Miami River to try and save an 87-year-old man who'd fallen in and ended up needing saving himself.

Henderson, a member of the Hamilton County Sheriff's Office for 16 years and a certified diver for 11, got caught under a tree as he searched for Woodrow Bullock, who fell into the water June 5 trimming trees around his boat dock near the 9200 block of Link Road in Symmes Township.

A backup diver helped untangle Henderson, but they were unable to find Bullock. "You're disappointed that we didn't find the man," said Henderson, 41, of Mariemont. "It's emotional, because you hope to find this individual and bring some closure to the family."

Bullock's body was found two days later, about 100 feet downstream from where he fell in.



Henderson was working when he heard a "dive team call-out" shortly after 11 a.m. June 5. He went immediately to the scene, where his dive gear was waiting for him and Sheriff Deputy Paul Naber, his "safety" or backup diver.

Henderson was attached to three lines - wrapped together into a single "umbilical cord" - when he dove into the murky water. One line carried his air supply, another line was his communication connection and a third line, his "tag line," was to be used to pull him out of the water. "We had a 'last seen' point where the last witness who saw (Bullock) before he went under the water, so that's where we started - right off his dock," Henderson said. Henderson searched an area about eight feet by eight feet between the dock and a large tree on the shore. The water was eight to 10 feet deep and moving 12 to 15 miles per hour. "It was pretty much zero visibility," Henderson said. "Everything was done by touches."



As trained, Henderson conducted the search using an arc pattern. With a "dive tender" holding his umbilical cord, Henderson moved back and forth in a semi-circle in increasingly large arcs.

Then, there was trouble.

"We're dealing with a very, very dangerous dive, due to river conditions," Henderson said.

"The current was very strong under the water as well as on top of the water.

"It was pretty rough on the bottom. Rocky. Plus there were obstructions. I got entangled in a tree underneath the water. "They couldn't see my bubbles any more coming up to the surface, and they were actually a little concerned for me and told me to surface. When they told me to surface, I got trapped under the tree. "I was face up on the bottom of the tree, actually grabbing the tree with my legs and arms. It was pretty scary."

Henderson was able to pull himself upright on the tree and Naber dove in and untangled his airline. Others pulled Henderson to shore with his tag line.

Both Henderson and Naber are members of Task Force One, a multi-jurisdictional team with members from the Hamilton County Sheriff's Office, the Loveland-Symmes Fire Department, the Loveland Police Department, the Clermont County Sheriff's Office, the Indian Hill Rangers



and some specialists from the private sector.

A number of divers from the group searched for Bullock on both sides of the river from Symmes Township to Milford. In addition, the Hamilton County Sheriff's Office helicopter checked the river from Interstate 275 to Milford.

Henderson has participated in 50 to 60 dives, his first being the search in 1998 for a Covington police officer who fell off the Clay Wade Bailey Bridge and into the Ohio River while chasing a suspect.

Mysterious oil slick appears on Charles <http://www.wickedlocal.com/cambridge/news/x1743975298/Mysterious-oil-slick-appears-on-Charles>

Jun 17, 2008 By Christopher Loh/Chronicle staff

Cambridge - Public safety officials are investigating a mysterious oily substance floating in the Charles River near the Longfellow Bridge Monday morning, but so far everyone's coming up empty on answers and full on questions. The Cambridge Fire Department arrived on the scene at 9:28 a.m. Monday and stayed until 11 a.m. to investigate the oil-like substance with members of the state police and Department of Environmental Protection.

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Both the Fire Department and state police used boats to investigate work barges being used for construction on the Longfellow and the Mirant Kendall Power Plant, but found no evidence indicating either area as the source of the oily substance.

Deputy Fire Chief John Gelinas said it's possible divers will be

used to look for the source underneath the water, but said it's now up to DEP officials who are now in charge of the investigation. Gelinas said crews did not clean up the substance.

Ed Coletta, spokesman for the Massachusetts DEP, said samples of the substance will be taken Wednesday and tested to determine its composition. "We don't know if it's oil, gas, diesel," Coletta said, adding the potential hazard to the public is minimal. "My understanding is that it is a very thin sheen — not even enough to get out there and try to recover it off the



The Cambridge Fire Department is investigating a mysterious oil slick on the Charles River. Photo By Rae Stiening

top of the water. The sheen will dissipate.”

Officials are now concentrating on finding the source. No matter what the results of the sample tests are, finding the source to stop any potential problems in the future is the most important goal, Coletta said.

Dozens Of Guns Found Under Water - Divers Believe Weapons Were Tossed Off Chef Pass Bridge

<http://www.wdsu.com/news/16643451/detail.html>

June 18, 2008

VENETIAN ISLES, La. --

Divers doing underwater construction on the Chef Pass Bridge said they have found dozens of guns they believe have been tossed into the waterway.



Video: Watch: Guns Found in Canal

Eagle Diving was contracted by the state of Louisiana to do underwater repairs on the bridge near Venetian Isles. But they've been finding more than they expected during their dives. "We've been finding a whole bunch of guns. I've never found a gun in the water before in my life. And

suddenly we're finding dozens of them," diver John Bennett said.

Bennett and his divers have found so many guns in the waterway that connects Lake Pontchartrain to Lake Bourne that they've stopped bringing them to the surface.

Bennett called police officers after he found the first gun, and said he will call them again to come collect dozens more. He hopes the guns can be used as evidence to reopen cold cases. "If one of my kinfolk had been killed by one of these guns, I would hope somebody would turn something in," Bennett said.

The guns are badly deteriorated from sitting in the water. Officers told Bennett too much damage had been done that investigators would probably not be able to conduct ballistics tests on the weapons.

The Otonabee's Mystery Skull

<http://www.thepeterboroughexaminer.com/ArticleDisplay.aspx?e=1078130>

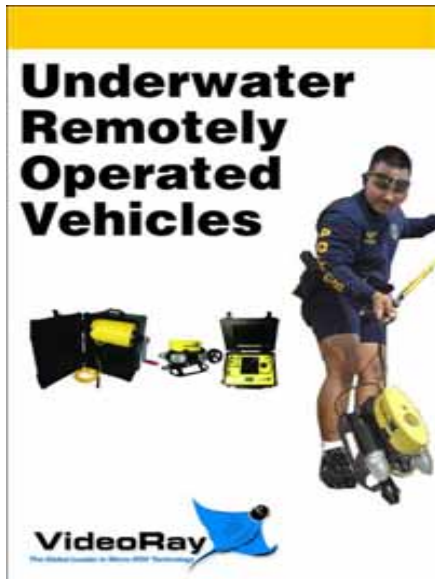
6/18/08 SARAH DEETH, THE EXAMINER Police Writer



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For 20 years, police have tried to identify a skull pulled from the bottom of the Otonabee River. Today, Examiner police writer Sarah Deeth continues her look at a series of cold case files still on the books at 500 Water St. Today, she focuses on the discovery of a skull in the Otonabee River.

On a clear sunny day on July 10, 1988, a group of recreational scuba divers, searching for old glass

bottles in the Otonabee River near Newhall Park, found a little more than they bargained for.

A human head, jammed beneath a log.

City police don't know the identity of the skull, Det. Const. Ron Rawlings said, and the rest of the corpse has never been found. "You would think, somewhere along the line, the rest of the body would have surfaced," Rawlings said.

Most of the skin is off the skull, except for a few patches around cheeks and forehead, preserved by what Rawlings described as "grave wax." Grave wax, or adipocere, is a crumbly, white waxy substance that forms on parts of the

body that contain fat, like the cheeks, breasts, buttocks and abdomen. It's resistant to bacteria and slows decomposition.

The head, Rawlings said, could have been in the water for one to 50 years. "The only way to know for sure is to put another head in water and see what happens," he said.

There are a few small grooves on the surface of the teeth, possibly obtained from a habit like holding toothpicks or even nails in between the teeth. There were also two small lesions from past traumas, Rawlings said, likely representing two blows to the head on separate occasions.

Police have never been able to tie the skull to a missing person, Rawlings said, and the skull could belong to a man between the ages of 29 and 70 years old. Police believed the skull might have belonged to Clayton McFaul, who went missing in 1986.

The skull and McFaul are both missing their front teeth, Rawlings said, and McFaul was also sporting whiskers when he disappeared. DNA samples were taken from McFaul's

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relatives and tested against the skull, Rawlings said. None of them were a match.

It was also thought that the skull belonged to Harley

Metheral, who went missing in 1980, but that's not the case, Rawlings said. "So now we're back to square one," Rawlings said. "So whose head is it?"

Given the current of the river, it's possible the skull could have been tossed from the Lansdowne Street Bridge, drifting downstream until it became snagged under the log. But no other body parts have been found, he said. The head was either separated from the body or chopped off, Rawlings said, adding that he couldn't elaborate further on how the head separated from the body.

The remains have gone to the Centre for Forensic Science in Toronto, he said. "It's sitting in the coroner's office, what's left of it."

Fond du Lac Flood Rescue

http://www.wbay.com/Global/story.asp?S=8521574&nav=menu24_1

June 19, 2008 *By Adam Aaro*

 [Fond du Lac River Rescue](#)

A Fond du Lac man who was almost swept away by flood waters over the weekend is sharing his story and thanking the emergency responders who saved his life.

The rescue happened near the Division Street bridge. The man who was rescued says early Sunday morning he made the mistake of trying to take a closer look at the water and nearly paid with his life. "Should have skipped it, skipped the river, and walked across the bridge," Chris Freund said.

But Freund says he didn't, and soon he began to fall in. "It was dark there. I don't know how close I was to the edge, and it just happened in a split second," Freund said. "I was panicking and stuff, but I knew the more I moved the more the sand would give away and the faster I would go in."

Freund had his cell phone in hand and quickly dialed 911. Police officers Vance Henning and Curt Beck were two of the first on the scene. "We kept looking in the area, and I kept talking to him to find out where he was, and eventually it got to a point where he said he couldn't hold on any more, then

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you hear water on the phone and then the phone disconnected," Patrol Officer Henning said.

Freund thought he was going to die. "At that point you feel at peace because you know it's going to be over in a little bit, so what can you do? I mean, you can't walk out of it," he said.

That's when rescuers spotted Freund with only his hands and part of his head sticking out of the water next to a retaining wall, the current quickly overwhelming him. "I was able to get down a little bit closer to him and then his hand went limp, and that's when I had to make a decision, and that's when I jumped in the water," firefighter Edgar Ramirez-Tellez said. "I wasn't sure how deep it was and how strong the current was, we just had to do something."

That meant jumping in after Freund, but Ramirez-Tellez couldn't bring Freund up alone so two Fond du Lac police officers also dived into the water to help. The three men together lifted Freund out of the rushing water to safety. This all happened in less than two minutes.

When Freund was brought out of the water he wasn't breathing and was given CPR by two other emergency responders who were on the scene. Freund says he's very grateful to all those who risked their lives to save his. Ramirez-Tellez said, "We have our reservations, we have our risk. I will be honest with you, I was scared and afraid, and you just rely on your training."

Response not enough, victim's father says Boy drowned in Junction Creek

<http://www.thesudburystar.com/ArticleDisplay.aspx?e=1082164>
6/20/08 By BY DENIS ST. PIERRE, THE SUDBURY STAR

The father of a boy who drowned last summer in Junction Creek is disappointed in the city's response to the tragedy following several months of study. "It's a start, but it's not enough," a sombre Denis Croteau said after city council endorsed a series of recommendations Wednesday aimed at preventing tragedies in Junction Creek.

Croteau's son, Adam Dickie, 13, drowned in the creek on Aug. 25, 2007. The boy was playing with a friend along the banks of the rain-swollen, fast-flowing creek when he fell and was pulled underwater.

Denis Croteau observed police, firefighters and paramedics search a considerable distance along the creek for Adam on the day the boy died. It took about two hours for emergency workers to locate the boy's body, found a few feet from where he fell in.

In subsequent days,



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Croteau called for the creation of a local diving team to search underwater for victims of such tragedies. Such a crew could have found Adam almost immediately after arriving on the scene, the boy's father suggested.

Croteau made the same request to the Junction Creek Safety Committee, a city council advisory committee that was created last fall. He was on hand Wednesday as the committee presented several recommendations to council and said he was disappointed there was no proposal for creation of an emergency dive team. "Where's the diving team? The lack of a diving team is what held up the entire (search) process" the day Adam drowned, he said. "If the divers had been there earlier, they could have found him faster."

Given that Greater Sudbury has more than 300 water bodies, it makes sense to have a local emergency dive team, said Ray Croteau, Denis's father and Adam's grandfather. "It took two hours to find Adam -- that's ridiculous," Ray Croteau said. "This wouldn't just be for



Junction Creek," he added. "We are the city of lakes. For Pete's sake, let's get a diving team here in Sudbury."

The Junction

Creek Safety Committee rejected the proposal for an emergency dive team due to cost implications, Ray Croteau said. "That was my first recommendation to them and the answer was, 'that would cost a lot.' And I said, 'how much is a life worth?' "



Ward 12 Coun. Joscelyne Landry-Altman, who chairs the safety committee, said she sympathizes with the Croteau family's feelings. But Landry- Altman said she has been informed there are "phenomenal" cost and logistical implications of maintaining a municipal rescue dive team.

There are rarely, if ever, situations where an emergency dive team could rescue a potential drowning victim, said Marc Leduc, the city's acting fire chief. "Unfortunately, dive teams are used mostly for recovery," Leduc said.

Still, city officials are open to further study of the merits of a municipal dive team, Leduc said. But it likely is more practical to consider establishing "swift-water" rescue capabilities, he said, referring to one of the Junction Creek Safety Committee's recommendations.

The committee provided city council with numerous recommendations for measures such as improved public education, creek monitoring and water-management planning; new policies to reduce dangerous obstructions and refuse in the creek; and infrastructure work such as fencing, signage and wires across culverts to improve safety and rescue efforts. "The committee members realize that the actions required to improve the safety of Junction Creek will call upon many departments and community agencies," Landry- Altmann said. "I will be taking this presentation to all agencies involved in fulfilling the recommendations over the next several months."

Council endorsed the recommendation that immediate action be launched on five proposals, including the installation of a temporary fence along the creek in the Louis Street area where Adam drowned last year. The temporary fence will be installed while the city considers a long-term policy for fencing along the creek. Other immediate measures call for city crews to remove fallen trees that hinder the creek's current and often become unsafe "balance beams" that attract children, as well as pursuing a new bylaw to reduce the number of shopping carts dumped into the creek.

Landry-Altman ended her presentation by reading aloud the names of 23 drowning victims known to have lost their lives in Junction Creek since 1921. She said later that she expects the city to create a memorial for Adam Dickie along Junction Creek.



PSDM-CE-52

- 1) If the surface air usage is .15 Oz, what will be the usage for the same work load at 66 feet of fresh water.
 - a. .15
 - b. .66
 - c. .45
 - d. .345

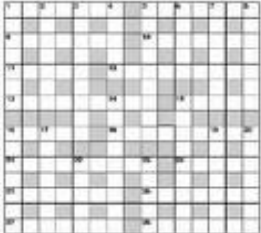
- 2) What is a surfactant with respect to the human body?
 - a. Wetting agents that lower the surface tension of a liquid
 - b. Soap for cleaning wet suits
 - c. Expectation beyond description
 - d. Wetting agents that raise the surface tension of a liquid

- 3) Nitrogen narcosis has a/an _____ effect on the human body.
 - a. Anesthetic
 - b. Asthmatic
 - c. Cardio Ventric
 - d. Muscle Cramping

- 4) Dry drowning victims do not need to be taken to a hospital.
 - a. True
 - b. False
- 5) Insurance fraud is suspected when a vehicle is recovered and the _____.
 - a. Keys in ignition
 - b. Window down
 - c. No valuables found
 - d. A,B,C
- 6) Insurance fraud does not need to be reported for recovered vehicles because _____.
 - a. The insurance policy has been paid
 - b. The policy has lapsed
 - c. Is too small of claim
 - d. This statement is false
- 7) A victims head must be completely immersed in water in order to drown..
 - a. True
 - b. False
- 8) A PSD diver must always wear a snorkel.
 - a. True
 - b. False
- 9) The minimum suit for PSD should be a _____ suit.
 - a. Wet
 - b. Dry
 - c. Dry butal rubber
 - d. A tri-laminate

- 10) Surface supplied air does not have to be filtered.
 - a. True
 - b. False
- 11) Hyperventilating before a dive increases bottom time.
 - a. True
 - b. False
- 12) For every 1 degree rise in temperature the pressure in a tank will rise _____ psi.
 - a. 1
 - b. 3
 - c. 5
 - d. 7
 - e. 10

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Discuss potential hazards and methods to lessen their impact and decontamination needs relative to automobile recoveries. Consider only the equipment YOUR team has to work with or available.

Develop a resource list of items needed and items to be added to your team's equipment wish list.

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